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Linking SHSP and HSIP

Gary Modi, P.E.

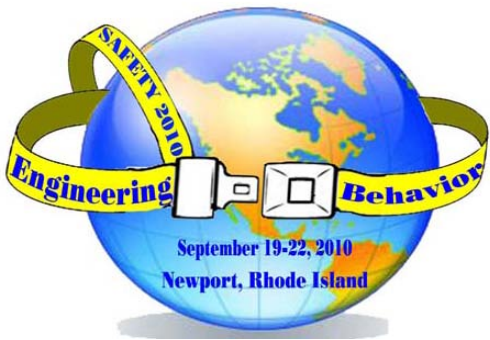
Chief, Safety Management Division

Bureau of Highway Safety & Traffic Engineering

PENNDOT

September 20, 2010

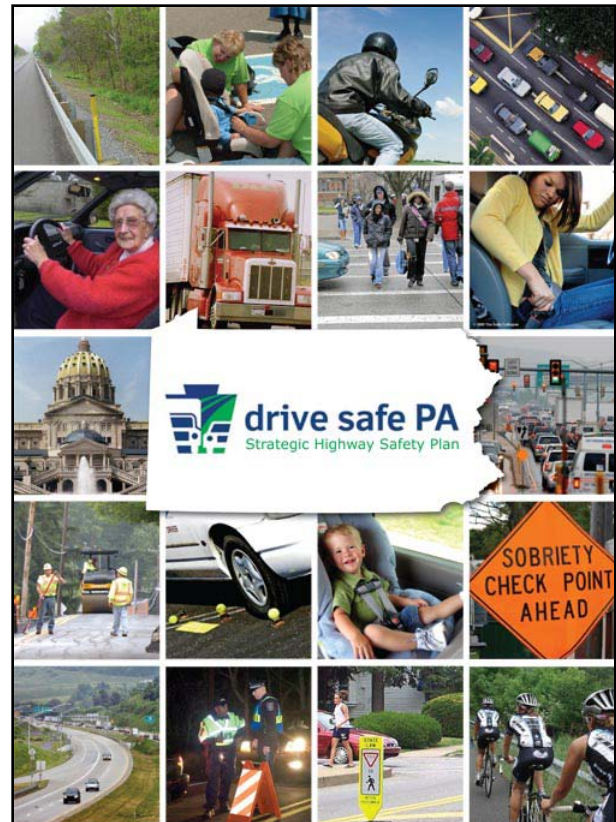


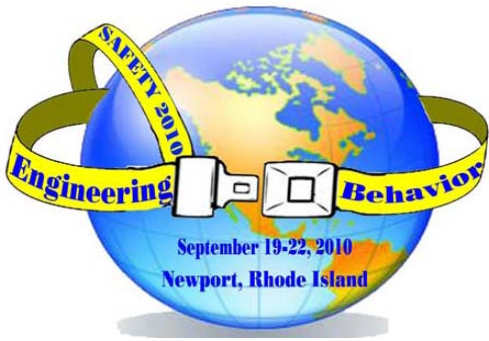


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Strategic Highway Safety Plan (SHSP)

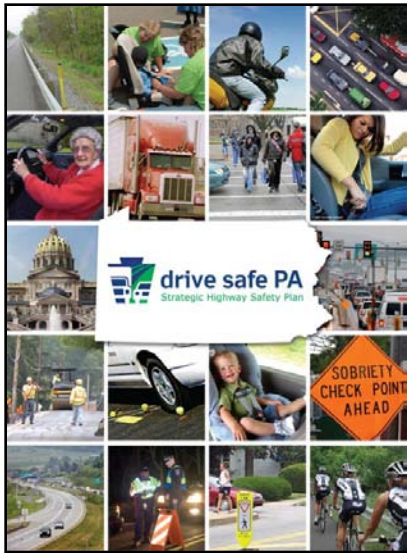
- Strong Leadership support
- Communication
- Collaboration
- Data Analysis





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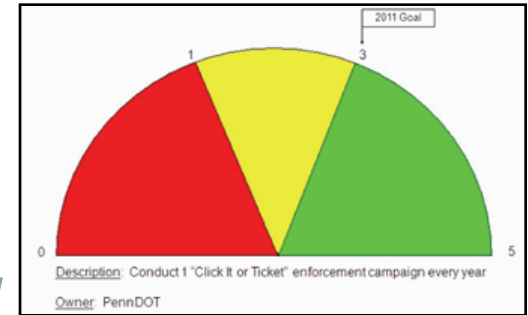
Strategic Highway Safety Plan (SHSP)



SHSP Implementation Plan



SHSP Action Plan (Tracking Dials)



SHSP Action Plan (Status Matrix)

Suggested Strategies	Action Item	Owner	Quantify	Due Date	Status
Consider legislation that allows local police to use radar	Legislative Symposium	DVRPC / MPO / RPO, Safety Admin, BHSTE, Planning, AARP, MADD	Law enacted?	2011	Green
Target enforcement in areas with a high rate of aggressive driving crashes	Target aggressive driving enforcement on corridors where there is an identified aggressive driving crash problem	BHSTE, CTSP Grantees	500 locations/yr	2011	Red
Problem Specific Policing / Selective Traffic Enforcement Programs Continue Aggressive Driving enforcement and public awareness program	Perform Enforcement Outreach ("Aggressive Driving Enforcement & Education")	BHSTE, CTSP Grantees	50 enforcement outreach meetings/yr	2011	Yellow





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Vital Seven Strategic Safety Focus Areas

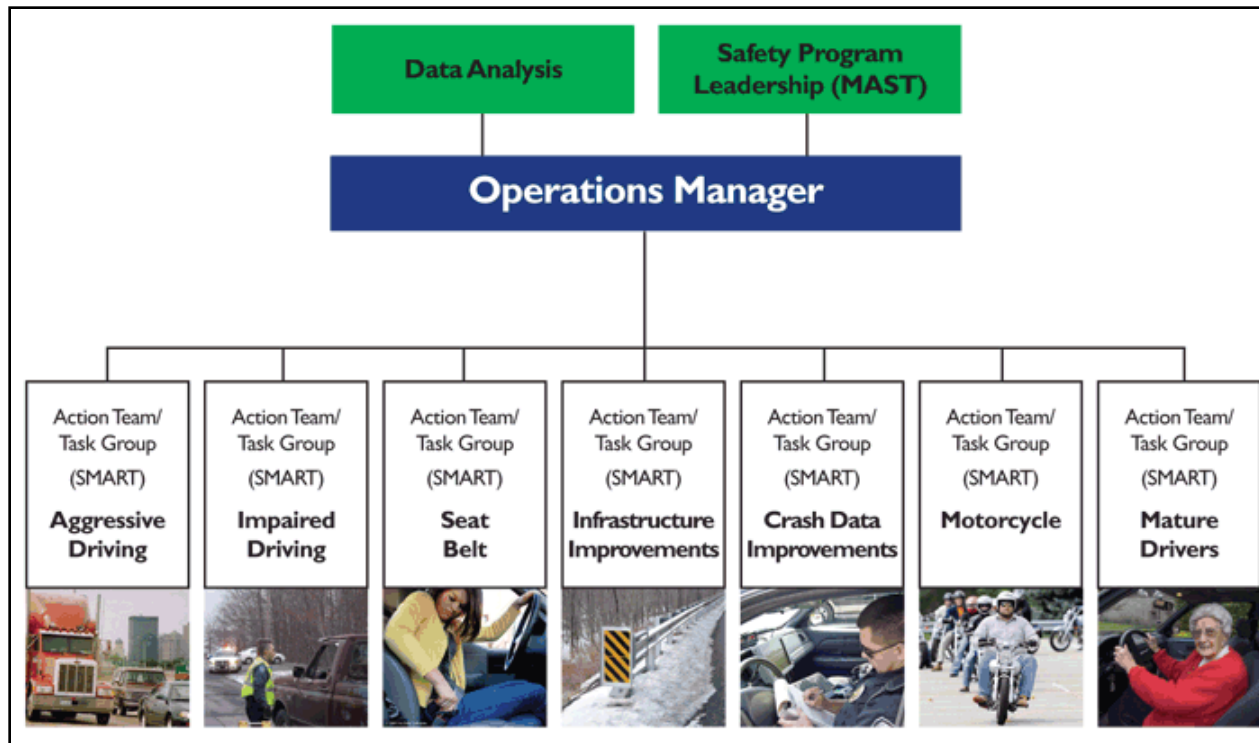
1. Reducing Aggressive Driving
2. Reducing Impaired (DUI) Driving
3. Increasing Seatbelt Usage
4. **Infrastructure Improvements**
5. Improving Crash Data
6. Reducing Motorcycle Crashes
7. Mature driver Safety

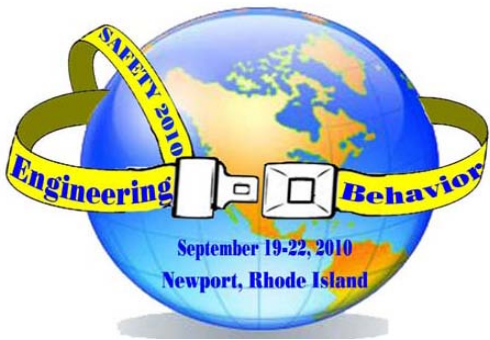




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SHSP Implementation Plan

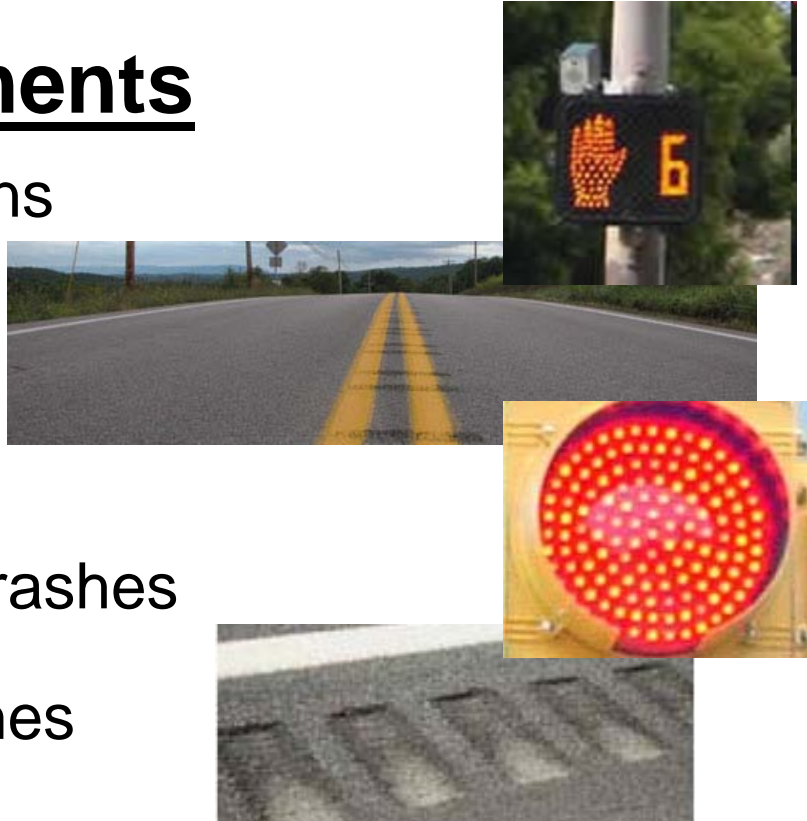


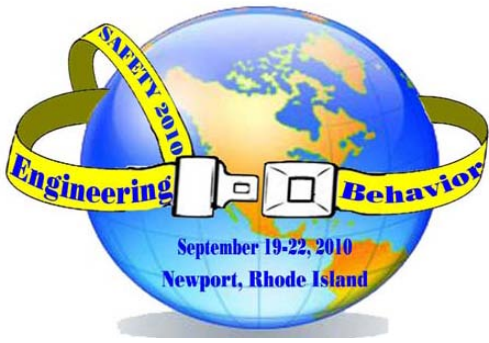


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Infrastructure Improvements

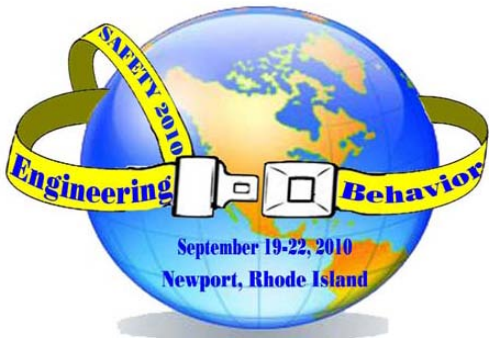
- Addressing High Crash Locations
- Head-on Fatalities
- Improving Intersection Safety
- Reducing Run-Off-The-Road Crashes
- Reducing Hit Fixed object crashes





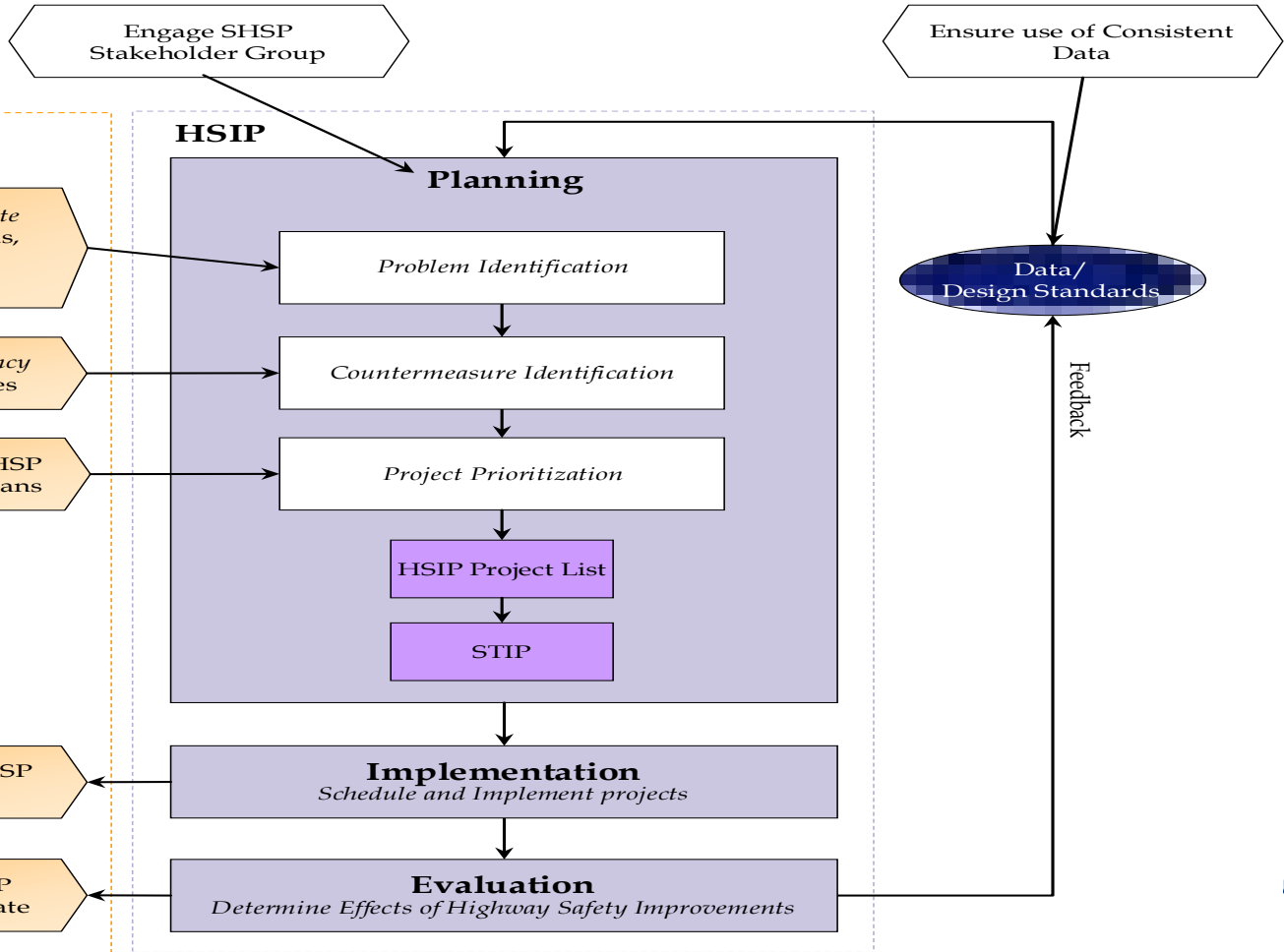
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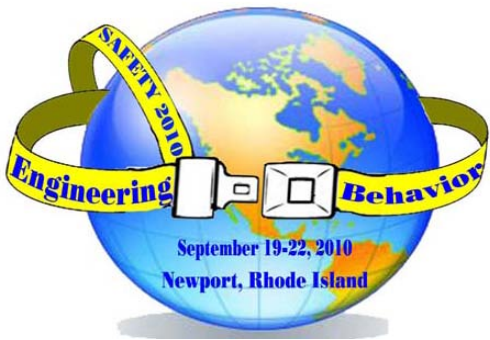




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Relating SHSP & HSIP



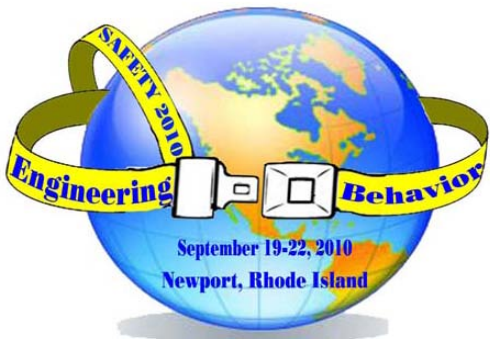


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Planning/Leadership

- Working with Planning & Programming Deputate
- Working with District Executives
- Working with Planning Organizations
- Incorporating HSIP priorities into SMART Transportation
 - Linking Planning, NEPA, Safety and Design



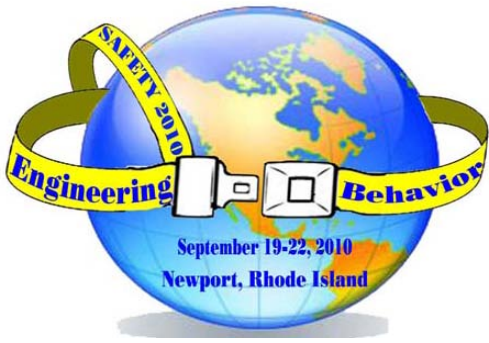


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Countermeasure Identification

1. Tool Box for each focus area
2. Safety Audits for Top 5%
and other High Crash Locations



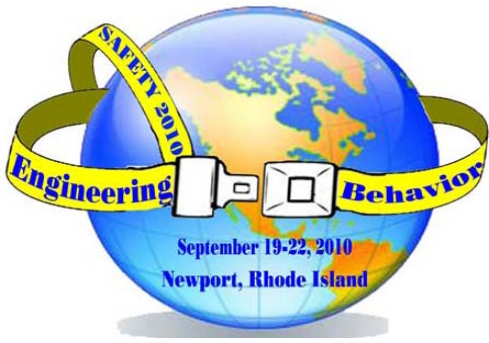


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Project Prioritizations

1. High Crash Locations
 - (Statewide list including Top 5% locations)
2. Proven Safety Countermeasures
3. Top Planning Organization High Crash Locations
4. District Top 30 High Crash Locations by crash type

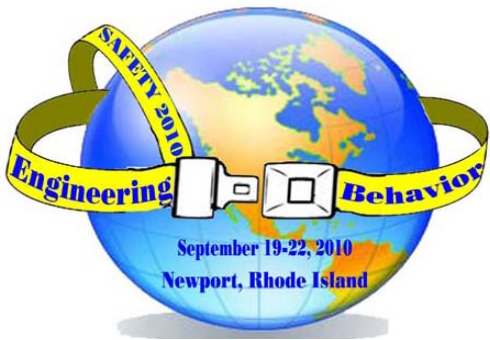




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HSIP Project List

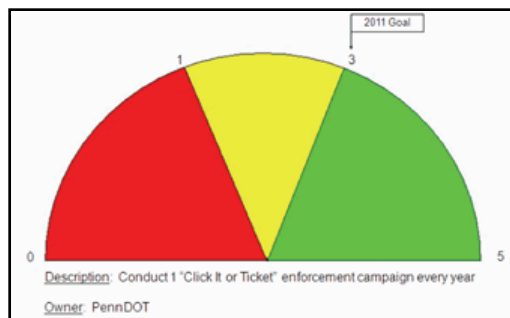
1. Review of project by Safety Division prior to programming
2. Approval to ensure location and countermeasures are based on priorities
3. HSIP projects are on STIP

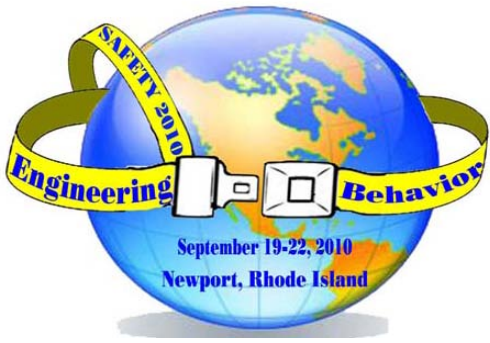


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Implementation

1. Track implementation of HSIP projects
2. Track monthly status of Top 5% Locations
3. Quarterly reports of LCSIP's implemented

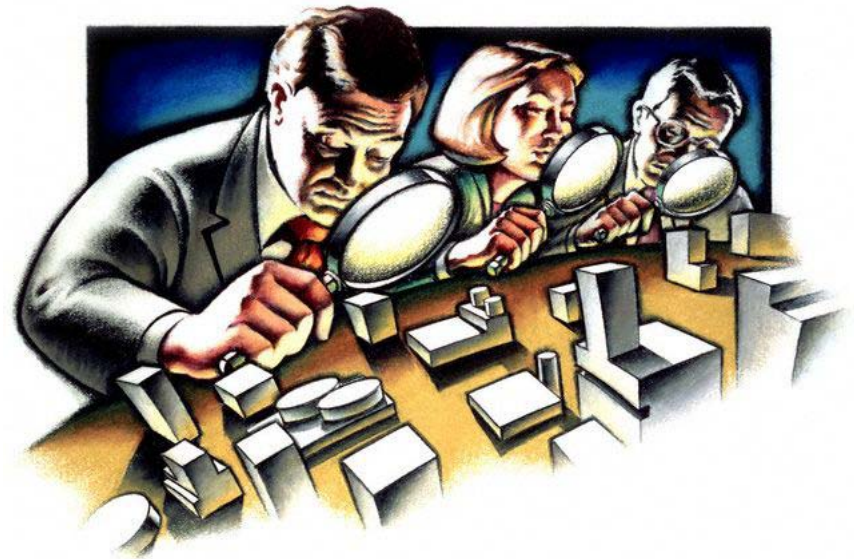


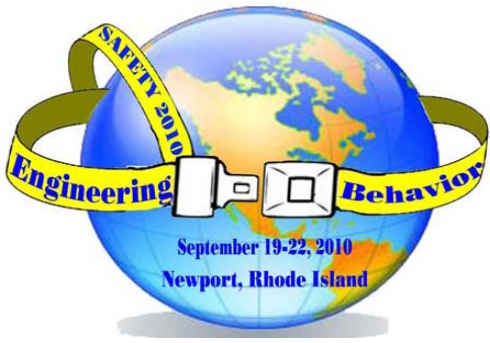


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Evaluation

1. Annual FHWA report to track fatality reduction
2. Each countermeasure's deployment and effectiveness





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Tracking Progress

State Summary Report

The State of Highway Safety
Summary Report

Bureau of Highway Safety and
Traffic Engineering

7th Edition
July 2010

Daryl St. Clair, P.E., *Acting Bureau Director*
Girish N. Modi, P.E., *Safety Management Division Chief*

District Summary Report

Bureau of Highway Safety
and Traffic Engineering

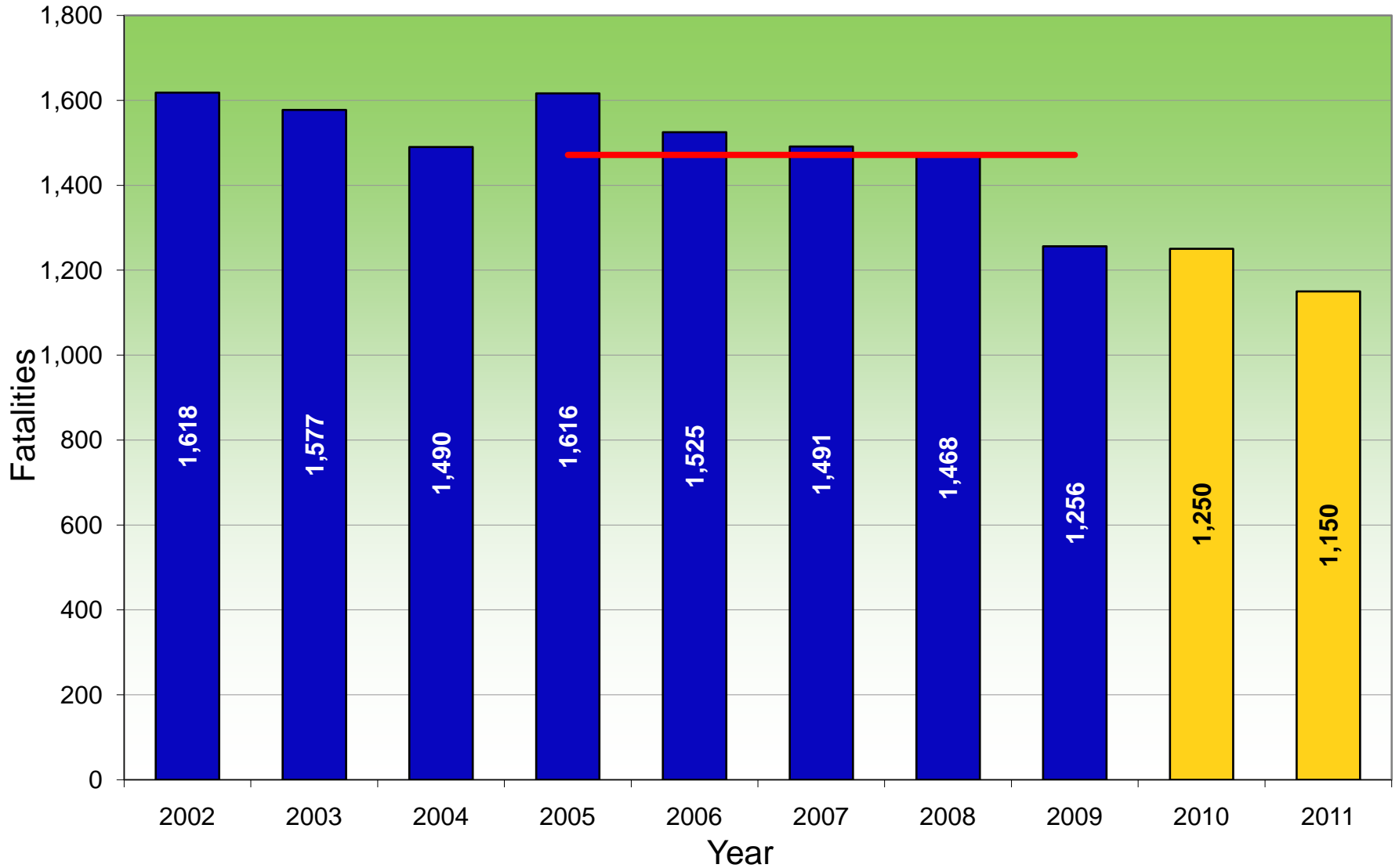
District 1
Highway Safety Summary Report

2nd Edition - July 2010

Daryl St. Clair, P.E., *Acting Bureau Director*
Girish N. Modi, P.E., *Safety Management Division Chief*

Total PA Fatalities

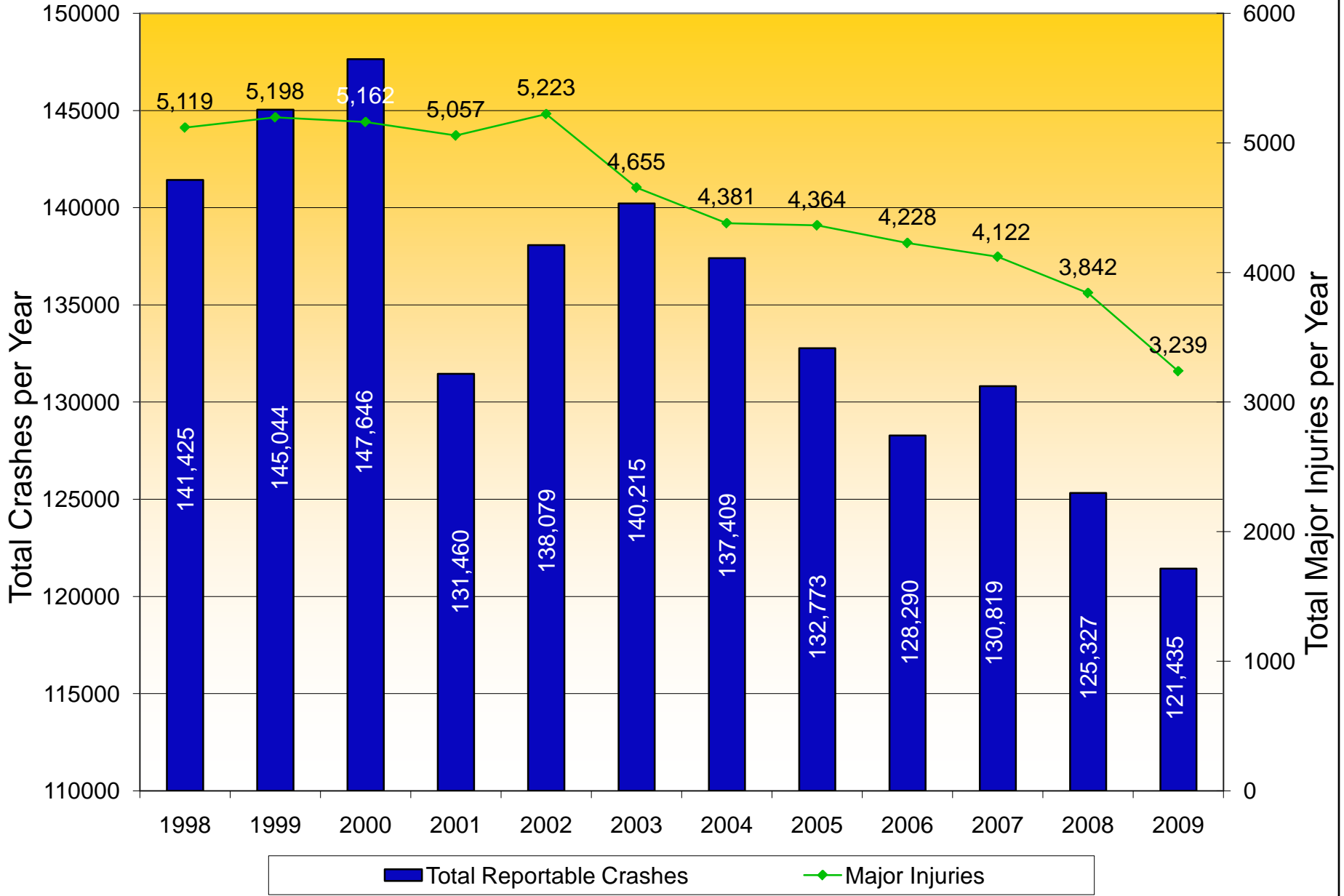
Historical Fatality Data and Future Goals



Actual Goals 5 year avg (1471)

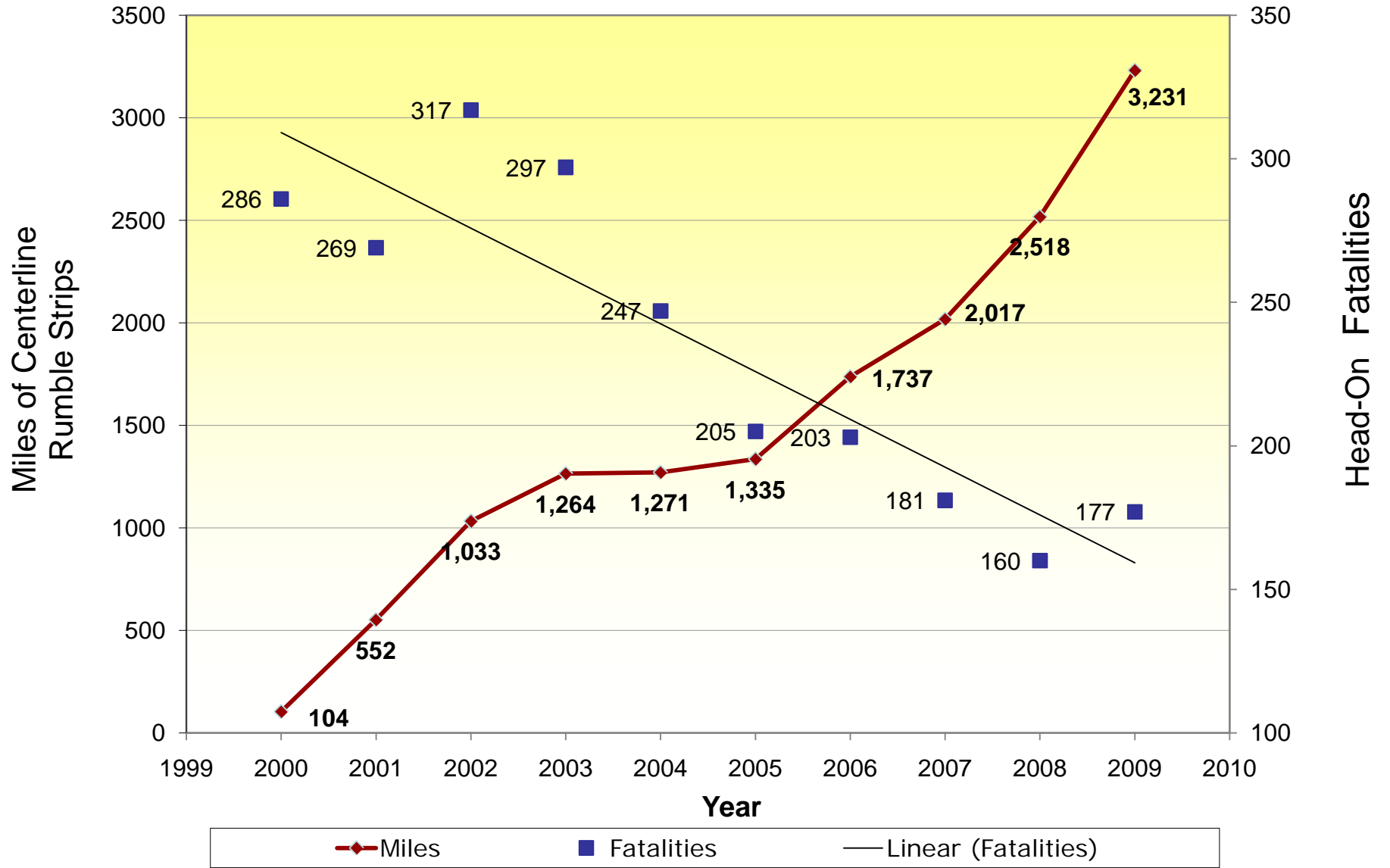
Total Reportable Crashes and Major Injuries

Historical Crash Data

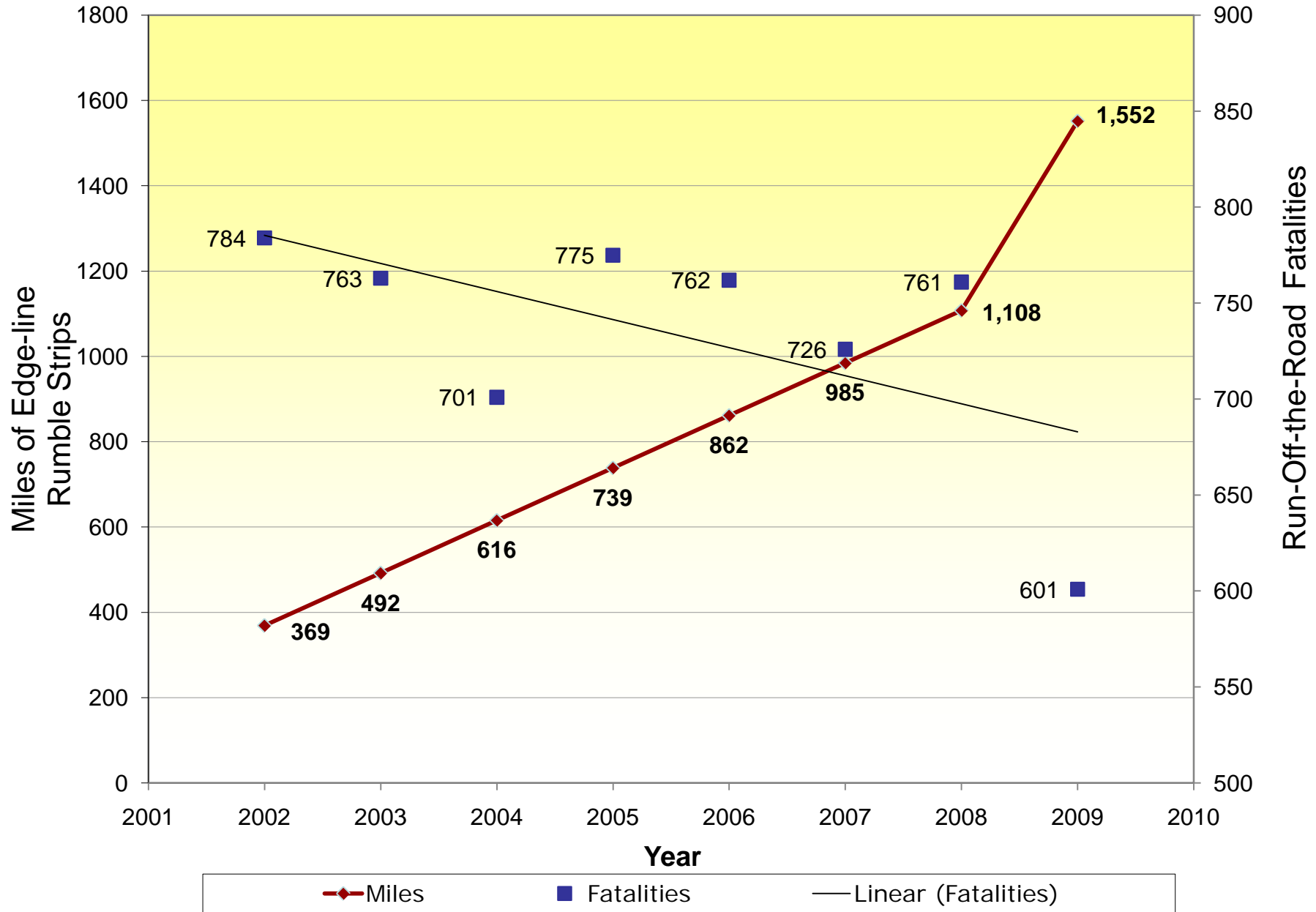


Centerline Rumble Strip Miles vs. Head-On Fatalities

r^2 for Head-On Fatalities is 0.718

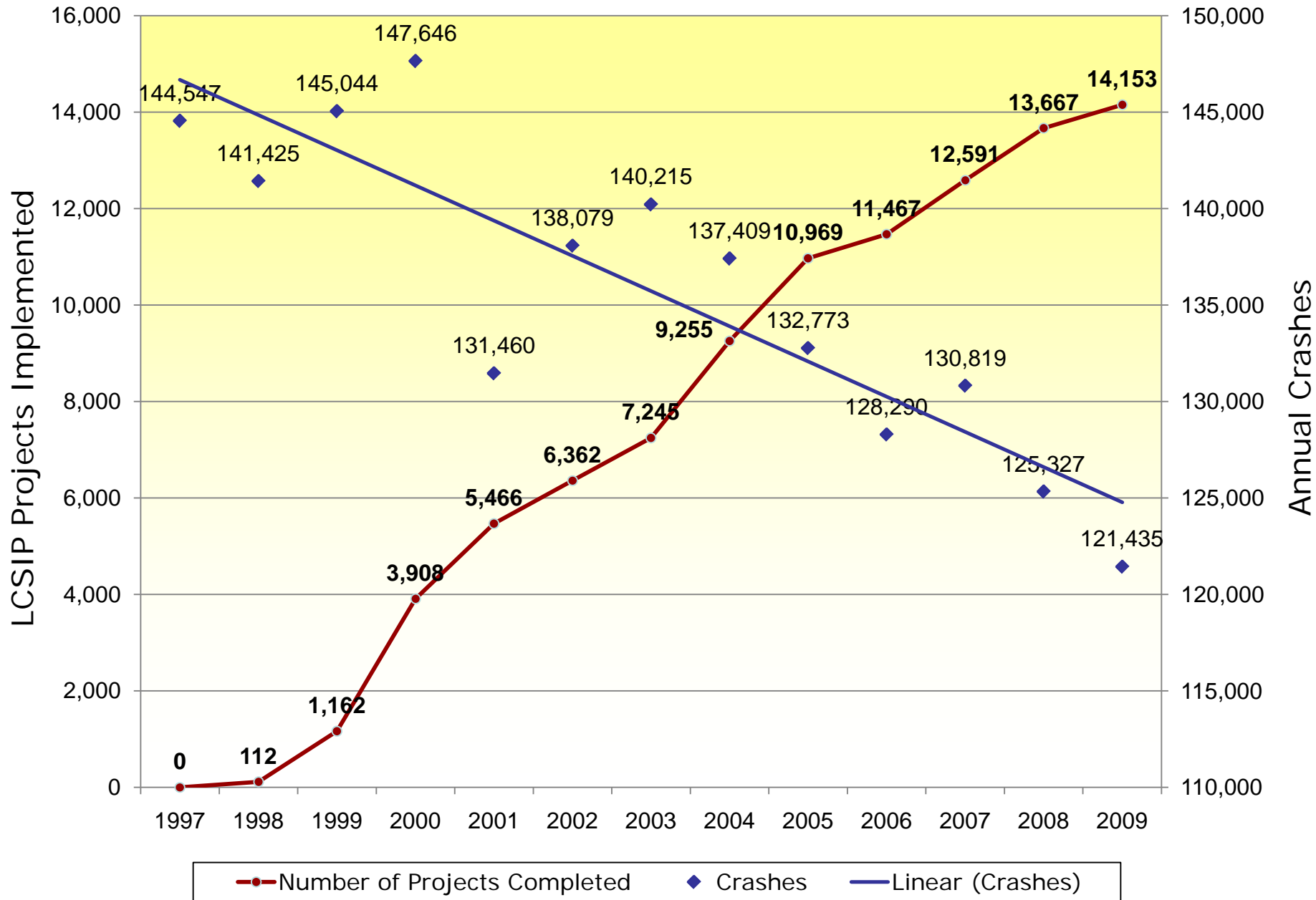


Edge-Line Rumble Strip Miles vs. Run-Off-the-Road Fatalities



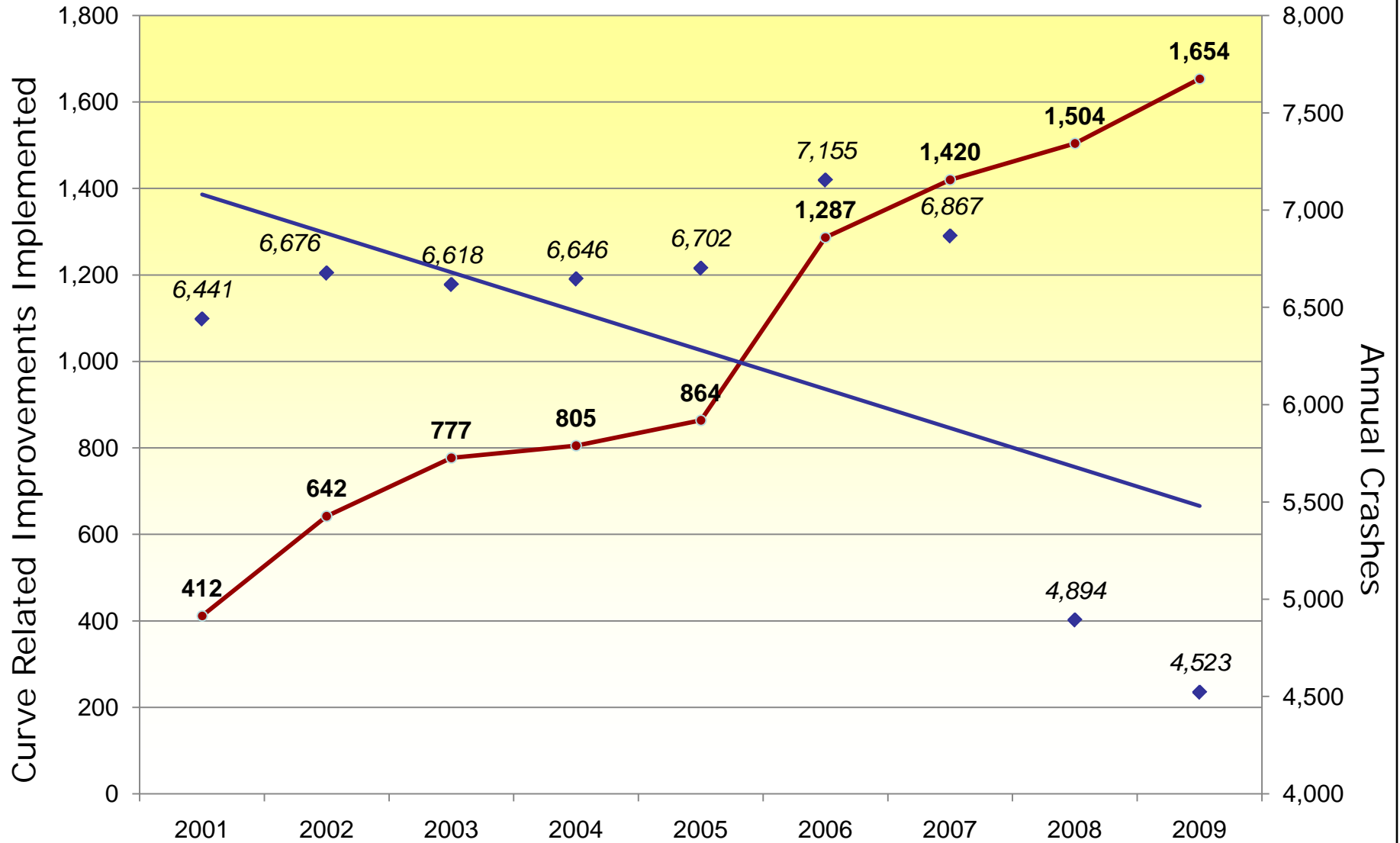
LCSIP Projects Implemented vs. Annual Crashes

Statewide



Curve Related Improvements Implemented vs Annual Crashes

Statewide



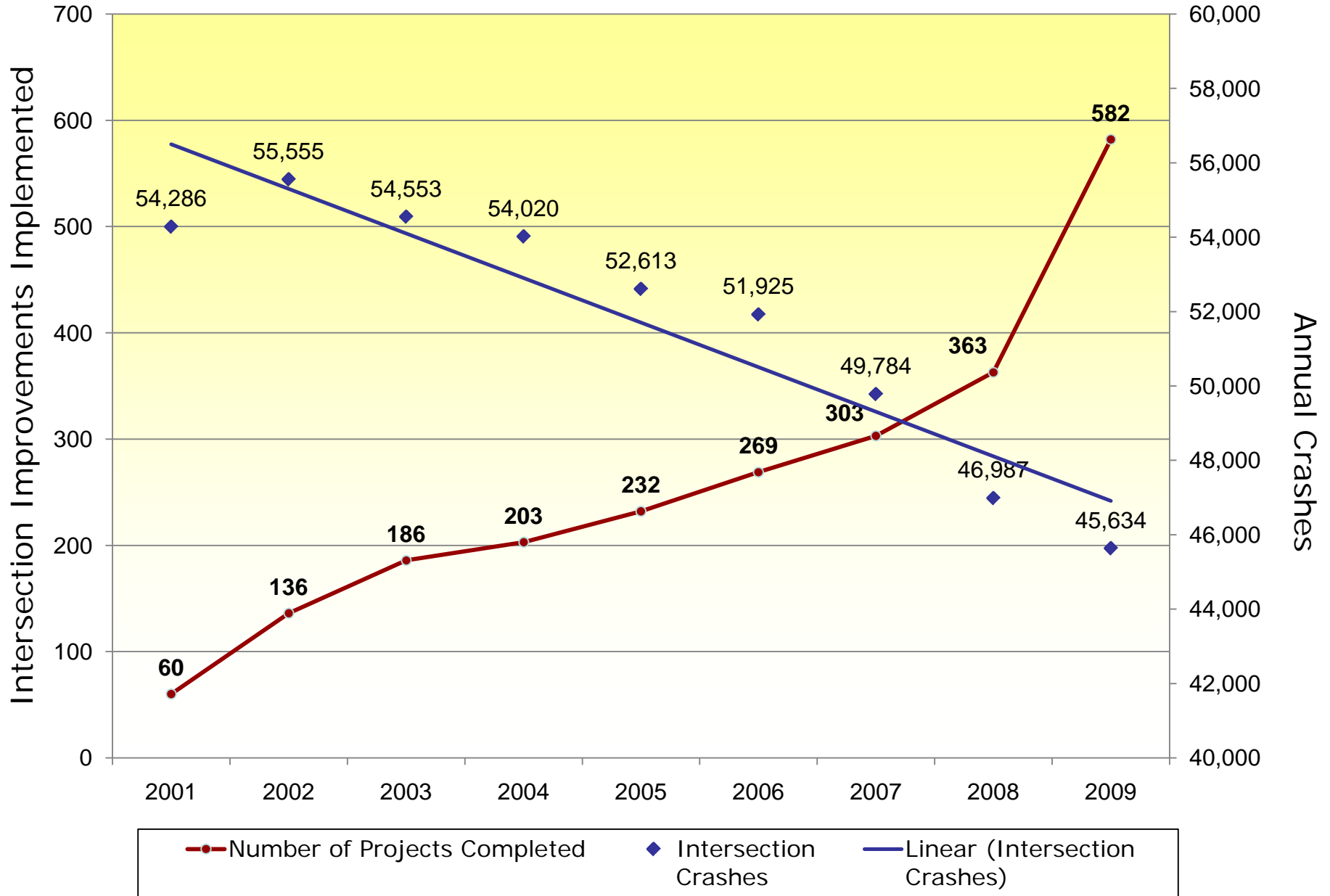
● Number of Projects Completed

◆ Curve Related Crashes

— Linear (Curve Related Crashes)

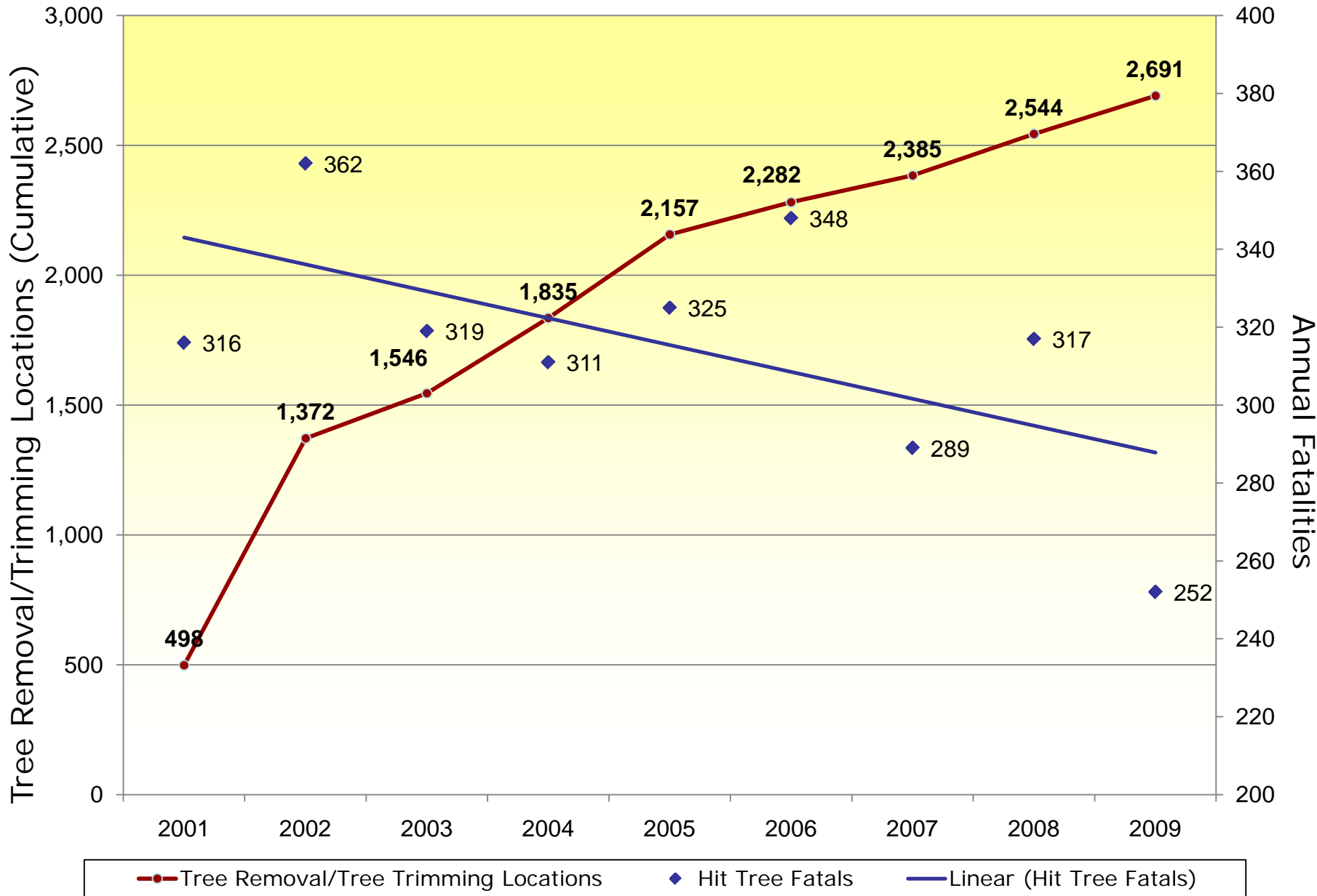
Intersection Improvements Implemented vs Annual Crashes

Statewide



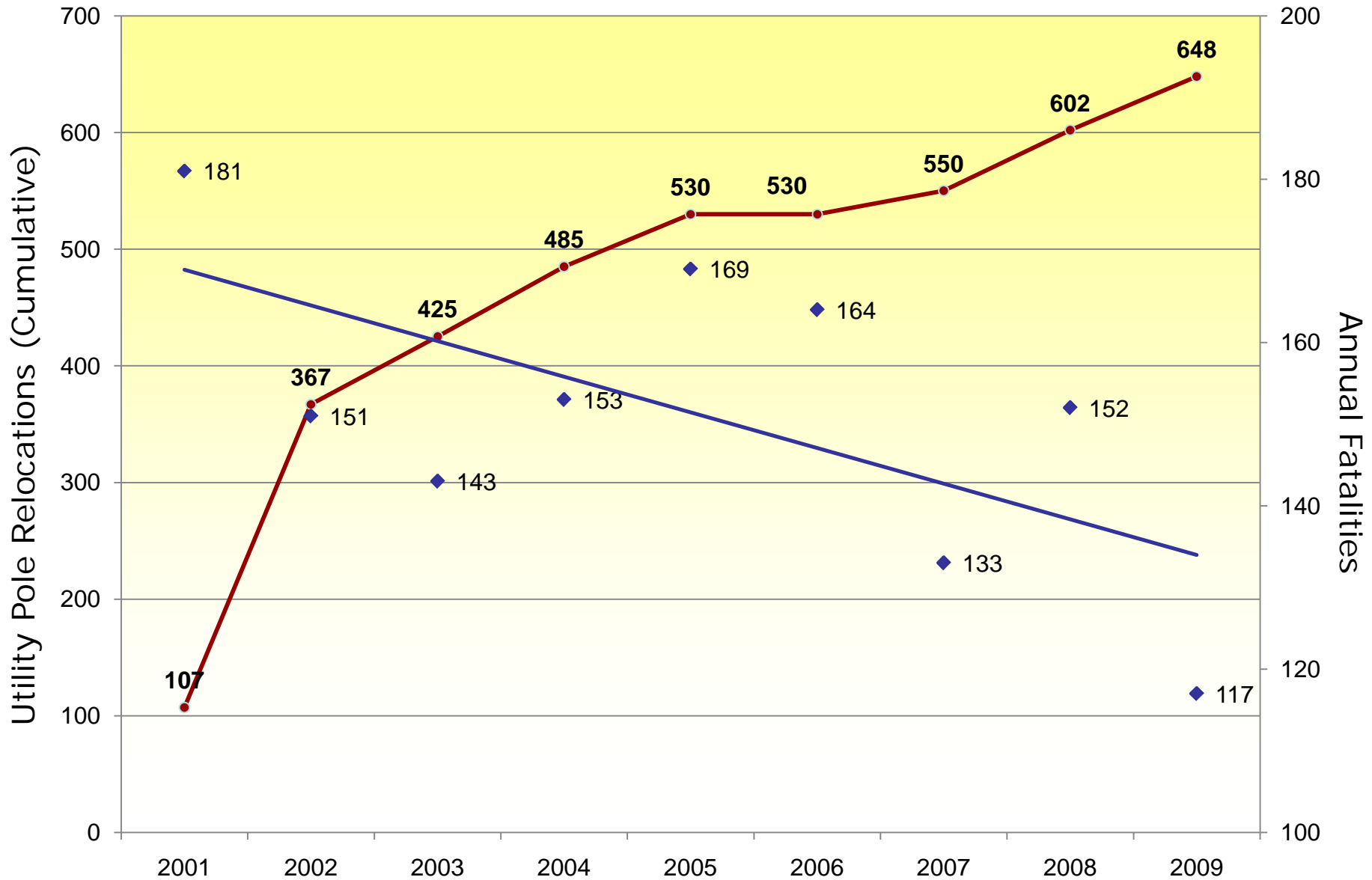
Tree Removal/Trimming Locations vs Annual Hit Tree Fatalities

Statewide



Utility Pole Relocations vs Annual Hit Utility Pole Fatalities

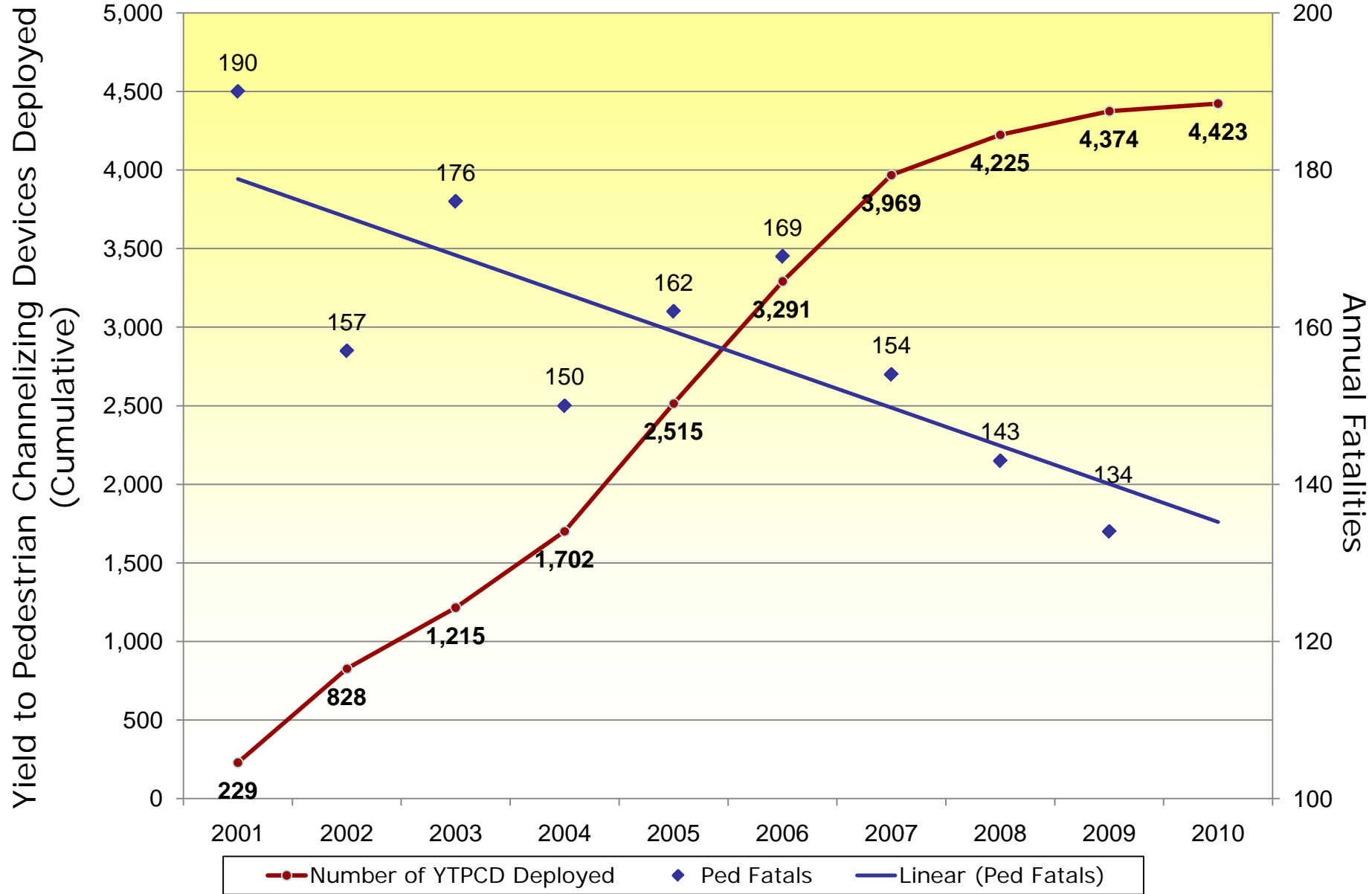
Statewide

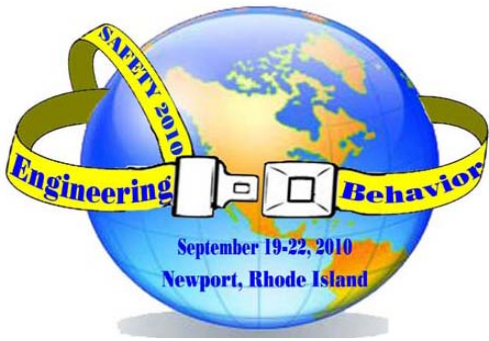


—●— Utility Pole Relocations ◆ Hit Utility Pole Fatalities — Linear (Hit Utility Pole Fatalities)

Yield to Pedestrian Channelizing Devices (YTPCD) Deployed vs Annual Pedestrian Fatalities

Statewide





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Questions?

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